RAILWAY NEWS.

General Solicitor Poppleton, of the Bee Line, Denies Certain Rumore Relative to That Road -Other Matters.

and Ohio River pool, was in the city yes-

Peoria run. In the event that the L. B. and W. makes

excursion tickets to Brown's Station, O., on the occasion of the annual meeting of the old German Baptist brethren, to be held May

authority for the statement that the I., P. | 800 acres in Chase County, Kansas. The and C. will not be dropped, as has been here- second item gives to Albert Baker, of this tofere stated. Several thousand dollars of rental is yet unpaid.

The spring change in the time card will take effect on the Air Line in a short time, when the company will begin operating its Indiana to North Michigan points.

Joint Agent DePew, of the St. Louis pool, was unable to see President McKeen, of the there with the intention of talking to him with regard to this pool. The Vandalia, bowever, has decided to suspend action in the matter of its withdrawal pending the settlement of geveral important questions, chief smoog which is the payment of balances due it at the time of the formation of the present pool, in June last.

- The management of the Paussian State Railroads proposes to establish more of the shops for instruction which we have heretofore described, with a view to supplying better training than is obtained in private shops for mechanics who are to become locomotive runners, car builders and forebeen apprentices in the repair shops of the State Railroads seek work in these shops for instruction after finishing their apprenticeship, and then for the most part become excellent enginemen and master workman. Apprentices in these shops serve four years and receive meanwhile systematic instruction in shop practice, and also attend school. and receive daily wages varying from 10 cents to 64 cents, 10 per cent, being withheld till their apprenticeship is completed.

Ganeral Solicitor Poppleton, of the Bee Line, was in the city yesterday on business connected with his department, and in conversation with a Sentinel reporter said that the rumer that the Bee Line was on the eve of passing into the hands of a receiver. Mr. Poppleton said that the business of the road wes light. This was the case, however, on all lines. The Bee Line was meeting all corrent expenses, and was not placed under the necessity of borrowing any money. The gentleman said, in conclusion, that he did not think there was any truth in the rumor that General Manager Thomas contemplated tendering his resignation, nor did he believe that there would be any change whatever in the corps of general officers. Bee Line officials are beginning to grow tired of denying these silly rumors, which originated in the fertile brain of the railroad editor of a Oleveland paper.

EXPORT OF RAILS FROM GREAT BRITAIN. The export of rails from Great Britain to the United States in the month of March last were but 25 tons. For the three months ending with March they have been for years

The exports to most other countries have also fallen off largely compared with last Year, but there is a large increase in those to Egypt, all made in March, and intended doubtless for the Snakim and Berber military railroad, and there is also a very large increase in the exports to Canada, which took scarcely any in these three months last year, and some increase in the exports to India. Altogether the British exports of rails to countries other than the United States in this quarter were but six per cent. les: than lest year, but they were 34 per cent. less than in 1883. Of the total British exports this year 33 per cent, went to India, 21% to Austrails, 1114 to Egypt, and 914 to Canada, leaving 25 per cent to all other countries Mexico took but 383 tons, against 521 tons last year and 9,864 in 1883,

COURT-HOUSE LOCALS.

Walter Newman Files His Sult for \$10,000 Against the City-Mollie Fette is Given \$6,025 Judgment in Room Three-Notes.

William H. Sharps has filed a suit against Thomas Schooley to recover \$3,000 loaned on

M. E. Clodfelter and F. H. Blackledge were admitted to practice in Judge Howe's Court

George W. Smith was yesterday dismissed by Judge Taylor. In the sait of John C. Thomas vs. Cath-

The divorce suit of Martha E. Smith vs.

erine Blatz, to recover on a warranty in a norse trade, Judge Howe's jury yesterday returned a verdict for plaintiff for \$45,-Judge Taylor yesterday granted a divorce to

Corrilla J. Thompson from William Thompsen, on proof of failure to provids. She was also granted the custody of the child. In the suit of Susanna Schoffeld vs. John

D. Lowden, in Room 2, a compromise was effected yesterday and the case d smissed, This was a petition for the appointment of a

In the suit of David D. Long, guardian of Molhe Fatte, vs. William Wallace, administrater of the estate of Maria Fette, deceased, which has been on trial in Judge Walker's Court for two days, the jury vestarday re-turned a verdict for plaintiff for \$6,025, the full value of the estate.

Thomas Young, who was captured two evenings since for stealing a horse between this city and Terre Haute, was indicted by the Grand Jury yesterday. He entered a ples of guilty, and was given two years North, Judge Norton making the sentence light because defendant is not any brighter

intellectually than he should be. Mary E. McKinney has filed complaint for divorce from John A. McKinney, They were married in May, 1865. Thay have four children, the eldest being nineteen years of age. Plaintiff charges failure to provide. ernel treatment, adultery and drunkenness for cause She also charges that in January last he allowed his family to be set out in | is of great value in all forms of nervous disthe street, and on one occasion he cut a ease which are accompanied by loss of quantity of her personal property with a | power."

knife, and threatened to destroy or take away the rest. For this reason she asks for a restraining order, which was granted by Judge Walker, and for the custody of the children and \$500 alimony.

Walter Newman yesterday filed his suit for damages against the city and Annie C. Commissioner Richardson, of the Chicago | Bradmier for \$10,000, occasioned by his injuries on Mississippi street, half a square balow Washington, on the night of March 11. On Sunday next the L. B. and W. will put | at which time he fell on a sharp-pointed post two more chair cars on the Cincinnati and | and was badly out in the face and mouth. He alleges that he was permanently injured, his voice having been impaired and his health so injured as to incapacitate him for arrangements for through Kansas City ser- the prosecution of his business of hair dress vice close connections with St. Louis will be ing. This case was referred to at the time of the injury by the Sentinel. A number of The I., B. and W. will sell round-trip interregatories are propounded to Mrs. Bradmier, which are made a part of the com-

The will of Governor Baker has been probated. The first item gives to his son, Wil-Superintendent Stevens, of the Wabash, is | liam B. Baker, of San Jose, Cal., one half of city, the law library and seventeen acres of land on the Rockville Road, west of the city. The residue of the property is left to Mrs. Baker, who, with Albert Baker, is to administer on the estate. The will closes by statsummer fourist line over the Chicago and | ing that "to prevent any suspicion on the West Michigan and the Grand Rapids and | subject of the exercise of any undue influence by any person as to the making of the foregoing will, I declare that no person knows or is informed of my intention to make a will except the subscribing witnesses Vandalia, while in New York. He went | hereto, and even they are wholly ignorant of the provisions of the foregoing will." The witnesses are A. W. Hendricks and Edward Daniels.

THE COUNTY BONDS.

Walter Stanton, of New York, Secures the \$400,000 Bonds.

The following are the bids opened yesterday by the County Commissioners for the 400,000 loan in the county:

Same, 41/2 per ceut...... 405,600 Same, 5 per cent..... 430,000 men in shops. As a rule, men who have Bunster, Cobb & Estabreok, Boston, 4% per cent... 405,400 Blake Bros. & Co., Boston, 41/2 per cent....... 400,250 enathan K. Gapin, New York, 5 per cent. 100,000 . M. Stoddard & Co., city, and N. W. Har-

Mr. Gapin only wanted to take \$100,000 of the loan, and that he offered to take at par with 5 per cent interest.

There is no county in this State which has misde a loan at 4% per cent, and it is said that Cook County, Illinois, and Hamilton County, Ohio, are the only counties in the United States, outside of New York, which have been able to make loans at 4 per cant. The attorney for the board then drew up the entry for the Commissioners, accepting the bid of Walter Stanton at 41/2 per cent., the there was not the slightest foundation for | entry showing that balf of the bonds are to be raid in fifteen and half in twenty years. Arrangements will be made to day for printing the bonds

Local Courts.

SUPERIOR COURT. Room No. 1-Hon. N. B. Taylor, Judge. Martha E. Smith vs. George W. Smith Suit for divorce. Dismissed.

Corrilla J. Thompson vs. William W.

Thompson. Suit for divorce. Decree granted | communications: plaintiff, with custody of child

Room 2.-Hon. D. W. Howe, Judge. John C. Thomas vs. Catharine Blatz. Suit for damages. Jury find for plaintiff for \$45. Northampton Emery, Wheel Company vs. Samuel C. Emley et al. Suit on note Finding and judgment for plaintiff for \$241.23 Susana Schofield vs. John D. Lowden et al. Application for receiver. Dismissed. David A. Ralston vs. Nathan Borstein et

al. Replevin suit. Finding and judgment for plaintiff

1881, 1882, 1883, 1884, 1885, 47,890 72,710 14,880 6,817 211 Barclay Ratcliff vs. William Jessup et al. Account. On trial by jury. Room 3-Hon. Lewis C. Walker, Judge. Buck Creek Gravel Road Company vs. Garrett Powers Appeal. Dismissed. Gerhard Hulseman et al. vs. John Krapp st al. To set aside deed, etc. Dismissed. David D. Long, guardian, vs. William Wallace, administrator. For possession. Ver-

> dict for \$6,625. CIRCUIT COURT. Hon. A. C. Ayres, Judge. In the matter of the ineanity of W. H. H.

Johnson. Affirmative verdict. CRIMINAL COURT. Hon. Pierce Nortou, Judge, State vs. Thomas Young. Grand larceny. Plea of guilty and sentenced to two years in

the State Prison. Real Estate Transfers.

The following deeds were recorded Wednesday, May 6, as reported by Steeg & Bernhamer, abstruct compilers, 12 and 15 Thorpe Block. Telephone, 1,018:

Trustees of Abraham Lodge No. 58, I. O. B. and B., to H. J. Marshall, warranty deed to lot 24 in square 4, in the Southeast addition to the city of Indianapo-\$375 00 loshua W. Copeland et al. to Carrie A. Nicoll, warranty deed to part of lot 1 in square 1, in Drake's addition to the city of Indianapolis ohn Krupp and wife to Gerhard Hulseman et al , warranty deed to lots 6 and

7 in Michael Crique' Southeast addition to the cit. of Indianapolis ... ohn William Taylor, executor, et al. to Albert O. Ewan and wife, warranty deed to lot 235 in spann & Co.'s first Woodlawn addition to the city of Indi-

500 00 Conveyances, 4: consideration....... \$3,275 03 Seen September of the Public September 18 and 18

Noble Brond! In England it is considered a grand thing to belong to the nobility and to have in your yeins what is called "noble blood," But it | often happens that the blood of a nobleman is not as good as that of a vigorous man who takes care of the publeman's cows and pigs. Truly noble blond is that which is enriched with iron, and circulates in healthy bodies.

Rev. W. B. Smith, Grafton, Mass, savs: "I

blood, and derived great benefit." The difference in the weight of a large turkey and a small one is an important matter, as the turkey is an industrious forager, and picks up the greater portion of his food. which brings the actual cost of production to a low sum when large and small weights

are compared. Soot is a valuable fertilizer for the farm, garden and flower-bed. Over 50,000 tons are sonually taken from the chimneys of Laudon and applied to this purpose.

Potatoes should be got out of the pits or bins some time before they are used for seed. Exposure to the light for a while before p auting is very important.

Horsford's Acid Phosphate

HUNDREDS OF BOTTLES PRESCRIBED. Dr. C. R. Dake, Belleville, Ill., says: "I have prescribed hundreds of bottles of it. It

FEST YOUR BAKING POWDER TO-DAY

Brands au sartised as absolutely purs COMPAIN AMMONIA THE TEST



MUES HUT CONTAIN AMERICATE. AND THAT THE PLANT HAS THE VERY SURVEY OF STREET IN a matilities nomes for a quarter of a century in her

THE TEST OF THE OVEN. FRICE BARING POWDER CO.

HANERS OF

preed the communers' rollable test,

GONGAGO.

The strongest, most deficients and matera i flavor known, and Dr. Price's Lupulin Yeast Geme Wer Light, Healthy Bread, The Best Dry Eop Years in the World. FOR SALE BY GROCERS.

KENNEDY'S

For the Care of Ridney and Liver Come plaints, Constipation, and all disorders arising from an impare state of the BLOOD.

To women who suffer from any of the ills peers Har to their sex it is an unfailing friend. Druggists. One Dollar a buttle, or address Dr. David Kennedy, Rondont, N. Y.

HE FELL IN THE STREETS

KENNEDY'S FAVORITE REMEDY Cures a Terrible Case of Gravel When

Other Help Failed. What is Gravel? what causes it, and who are most liable to it? It is frequently attended with acute pain, and unless relief can be found, produces inflammation and death. Both sexes and all ages are liable to it, although men who have reached or passed middle age are its most common victims. Nothing is more urgently needed than a reliable medicine for Gravel, as the disease seems on the increase, and we are glad to say that such a specific is now before the public in the form of DR. DAVID KENNEDY'S FAVORITE REMEDY, of Rondont, N Y. We put in evidence the following letter, selected from many similar

PITTSFIELD, Mass., March, 1884.

Dr. David Kennedy. DEAR SIR-You have a right to know, and I desire the public to know my experience with Gravel, and my remarkable recovery through the making the excavation of the ditch, the same use of your "FAVORITE REMEDY." I am a car-shall be done at the expense of the contractor. penter living in this place, and there are plenty of witnesses to the truth of what I say. My first | cavation, within the prescribed dimensions as comparatively slight attack of Gravel was in the year 1878. It passed away, and I had little more trouble until last July, 1883. One day when at work in my shop I was suddenly seized with a keen and terrible pain in my leit side. I con sulted two physicians at once. One said: "I can do nothing for you. Your case is incurable!"

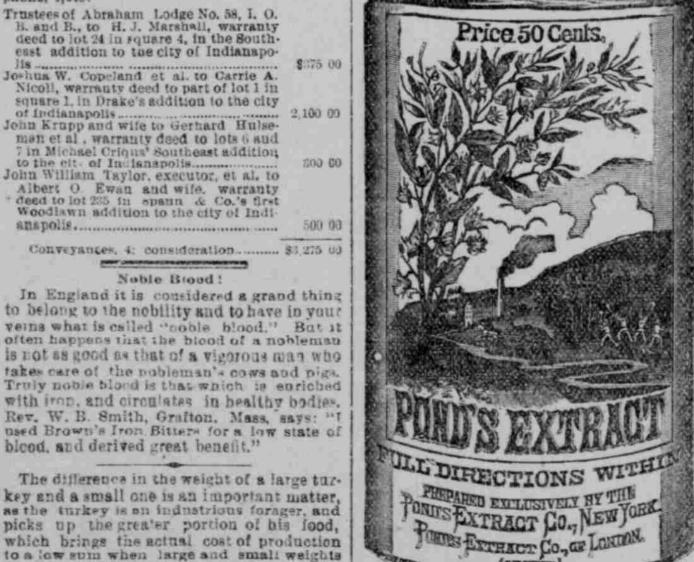
was frightened and went to the second, who said little, but gave me a prescription. It did no good. Then began a series of experiences, the agony and horror of which words can not deplet. Think of it! I was sometimes taken in the street, and would fall, writhing with agony, upon the side-walk. It was death in life. Thank Heaven, I then heard of "KENNEDY'S FAVORITE REMEDY." through Mr. P. P. Cooley. I had not used half a bottle when I passed three stones in succession. one of which was nearly one-half an inch long. persevered with the medicine, the symptoms gradually abated, and I have had no more trouble ince. I sm well, thanks to you and "FAVORITE REMEDY." Yours most gratefully,

JAMES D. KENNEDY. What "FAVORITE REMEDY" did in this case it has done in many others. If you desire to do so Address—Dr. David Kennedy, Rondout, N. Y.

GENUINE THE SOLD ONLY IN BOTTLES WITH BUFF WRAPPERS, SEX THAT STRIP OVER CORK IS UNBROKEN.

Our trade-mark around every bottle. In sickness

Every Drop is Worth Its Weight in Gold



Reddues and pheats all kinds of indamination, CATABRH, COLDS, DIARRHEA, RHEUMATISM, NEURALGIA, has cured more cases than anything ever prescribed. DIPHTHERIA, SORR THROAT; use it promptly, delay is dangerous, PILES, BLIND, ELEEDING OR ITCHING, ULCERS, OLD OR NEW WOUNDS, BEUIESS, BURNS, TOOTHACHE, EARACHE, SORR KYRS, BURNS, TOOTHACHE, EARACHE, SORR KYRS, BUALDS, SPRAINS; the greatest known ramedy, Coutrols HEMORRHAGES, FEMALE COMPLAINTS, BLEEDING Nose, Mouth, Stomach, Langs, or from any cause, stopped as by a charm. TERNALLY AND INTERNALLY, We have so avalanche of testimonials. Send for our book [Mailed Free . It will tell you all about it.
IT IS UNSAFE TO USE ANY PREPARATION EXCEPT THE GENUINE WITH OUR DIRECTIONS. Prices 50c, 81, 81.75.

PORD'S EXTRACT CO.. 76 5th Ave. No. 1078. | work actually done, and to that end this ordinance | eross & P. O. address. DE. T. A. SLOCUM, 101 Pouri St. N. F.

CITY ADVERTISEMENTS.

Notice to Contractors.

OFFICE OF CITY CIVIL ENGINEER,) INDIANAPOLIS, April 24, 1885. Notice is hereby given that scaled proposals will be received by the Common Council and Board of Aldermen of the City of Indianapolis, to be received by the Council, on Monday evening, May 18, 1885, as follows, to-wit: For improving the State Ditch, from Fall Creek to Sheldon street, as provided in General Ordinance, No. 17, 1884. See General Ordinance Record, No. 5, pages 67 and 68, City Clerk's Office.

LUCATION. Beginning at Fall Creek, at the point where the present state Ditca empties into the said crees. and continuing along the present line of said ditch to the State Fair Ground, running through the lands of Emma S. Vorster and Ed Schurmann, and thence through the State Fair Ground, on line of the present ditch, thence to Sheldon street, along the line of the present ditch, through the following lots and parts of lots, viz: Lots 35, 102, 103, 170, 171, 238 in Allen & Root's addition; a strip of ground, 83 by 195 feet southwest corner of Central and Exposition avenues; lots in Johnson's neirs' additon; 3, 4, 19, 20 25 22, 41 and 42, Ruckie & Hamlin's subdivision of blocks 9, 10 and part of 11; lots 3, 4, 8 and 6, Poor's subdivision of block 18; los 5, 6, 7, 8 and 9, Hayden's second subdivision: lots 9, 10, 11 and 12 in Hayden's first subdivision lots 10, 11 and 12. Routh's subdivision of block 18 lets 11, 12, 13, 18, 19, 20, 42, 43, 44, 47, 48, 49, 50 and 51, Gibson's subdivision of block 23: lots 20, 21, 28, 29, 27, 30, 31, 32 and 2), Levi Wright's subdivision of the north half of block 26; lots 8, 9, 21 and 25, W. A. Bell's subdivision of the south half of block 26; the following lots in Fletcher's northeast addition: lots 9, 10 and 11, block 9; lots 10, 11, 12, 18, 19 and 20, block 10; lots 15, 14, 13, 16 and 17, block 11; lot 34, block 14; lots 1, 2, 3, 33, 32 and 31, block 13: and Atlas Works' grounds, For plat of exact location, see map in the City Civil Engineer's Office, marked "State Ditch, from

Fall Creek to Atlas Works," Exhibit "A."

GENERAL SPECIFICATIONS. The improvement of the ditch as provided for in General Ordinance No. 17, 1834, above referre to, will be made by despening, widening and straightening of the same as hereinafter provided. The ditch will be deepened from a point 300 feet east of its present outlet in Fall Creek, to Sheldon street at station 100 plus 50 feet. The depths of the cuttings from the present bed of the ditch, to the grade, as established for said improvement, are shown at the respective stations on the "rro file of the State Ditch from Fall Creek to Sheldon street," and marked Exhibit "B." Said profile is made a part of these specifications, and will form part of the basis of the contract. The ditch will be widened at the bottom, or the

grade line shown in red on the profile, to a width of fifteen [15] fest and will have side slopes on the sides thereof, from the bottom, of one [1] foot, herizontal to one [1] foot perpendicular, or at an angle of 45 decrees from a vertical line. These side slopes will be preserved throughout the work, regardless of the depth, except at such points where the sides of the present banks will be wider than they would be on the slopes given, and a base of fifteen [15] feet, and at crossings of streets or alleys that are now bridged, or, are to be bridged under this contract. At points of extreme width of the present channel, the slopes as indicated above will be preserved for the depth of bridges, vertically, and the opening at said points, and tottom widths will be as shown on the plans for the bridges for said ditch, which are also made a part of these specifications. The material removed from said ditch, of whatever character, between the beginning of sald improvement, at a point 300 feet east of the present outlet at Fall Creek, and Station 26 on the profile near the north line of the Fair Ground, will be required to be deposited on each side of said ditch, as deepened and widened under this speci fication; and said material so deposited on th sides of said ditch shall be leveled off and spread to a width of ten [10] feet on top, with side slopes of one and one half [1]2] feet per vertical foot, and to the height to be indicated by the Engineer; provided, however, that the base of th slope nearest the ditch, on each side, shall not be nearer than five (5) feet from finished eige of bank of the ditch. For this depositing of material long the sides of the ditch, no additional allow ance will be made on the talimate to the con-

All other material, of whatsoever kind, re moved from the ditch between Station 26 sheldon street, will become the property of the contractor, and will be required to be removed by him away from the site of the work. Should any runways or other openings or excavations be made by the contractor for his convenience in and no allowance other than for the regular exabove given, will be estimated to the contractor. Should any of the work that may have been completed become partly filled up by reason of overflow in said ditch, or in any other manner obstructed, or should the banks thereof cave in, so as to in any manner interfere with the preservation of the original section of the ditch, the same shall be removed at the expense of the contractor, notwithstanding it may have been previously estimes, ed and paid for. In no case will any back filling, along the sides of the ditch, or at any of the bridges, be paid for or in any manner estimated to the contractor, nor will any allowence be made for any of the excavations below the grade line, or in excess of the slopes and widths given above. for the purpose of getting into position any of the

bridges along the line of said work. BRIDGES.

All of the streets or alleys, or other thoroughfares along the line of said diveh, that are now oridged, and where the said bridges will in any manner be interfered with in the widening and deepening said ditch, will be required to be bridged at the points designated by the Engineer bridges to be built in the manner and of the di mensions as shown on the plans for "State Ditch Bridges" and marked Exhibit "C." which said plans are made a part of these specifications. All bridges will be built according to the one general plan for the same, except as the location and the

neight of the banks may require the heights to All bridges will extend across the full width of the street or alley for which they are intended, and will be provided with hand-rails at the ends, as shown on plans. All joints in the trestle bents supporting said bridges to be made by mortise and tenon in the manner and of the dimensions shown on plans. Flooring in all cases to be three inches in thickness and to be spiked with six 6 inch spikes twice in each intersection. Bridges to be constructed of the best quality of good, sound oak timber. The old timber now in said bridges to become the property of the contractor, and so much of it only may be used by the contractor for sheeting to prevent the caving in of banks and for mud-sills as may be approved by the Engineer. All sills, plumb or batter posts. caps, Joists, flooring or hand-rathings to be built of good, sound new timber.

The estimate for bridges will be made by the lineal foot of bridge running across the streets, and the price mentioned by contractor per lineal foot will govern in all cases. For plans and details of said bridges, together with dimensions, see plans in Engineer's office

The contractor to state a price per cubic yard, of twenty-seven cubic feet, for a xcavation, which price is to include all the labor performed in the excavating and removal of all materials from the bed or sloes of said disch, together with all labor or materials necessary for the proper protection to persons or property, or execution of said work, as well as for all banking and leveling at sides of said ditch between stations Sand 26, and for all back filling, whether taken out or not, at any and all bridges. Also a price per lineal foot, running across the street, for all bridges complete, according to the above specifications and plans therein reserred to. Monthly estimates of 90 percentum of the completed persion of said work will be allowed by the Engineer, subject to the approval of the Common Council and Board of Aldermen of the city of Indianapo'is. It is expressly understood that nothing other than the excavation by the endic jard, and the bridged by the linear root will be paid for, and no bid will be entertained which does not

state the prices herein provided for. A bond in the sum of \$10,000 will be required to be entered into by the successful bidder, condi-

tioned upon the faithful performance of the contract, according to the terms thereof, and in accordance with the plans and specifications for said LIABILITY OF THE CITY. For the information of bidders Section 4 of the

above recited ordinance is given in full and made s part of these specifications: Section 4. 'Snould any bid be accepted, a contract shall be entered into between the bidder and city, and a bond executed by said contractor, conditioned for the faithful execution of said Lungs, or from any cause, stopped as by a charm, work according to the terms of the contract, both it is called the WONDER OF HEALING. USED EXwork according to the terms of the contract, both cit and Board of Aldermen, before the city shall become in any way bound concerning said work, and should the city or contractor be enjoined by any one for any cause from proceeding with said work at any point, or at any time, said city shall not be held liable to said contractor under said contract beyond the amount and value of the CITY ADVERTISEMENTS.

shall be considered as a part of said contract when Section 2 of said ordinance also provides that the expense of said improvement shall be paid by the city, and out of the funds to be raised by the levy of ten cents on the hundred dollars in value of taxable property for sewer and drainage pur-pores for the year 1884, and also that the contract price for the whole work shall not exceed twentyfive thousand dollars. RESPONSIBILITY OF CONTRACTOR.

The contractor to be responsible for any injury to persons or property, and to guard all dangerous places by a suitable fence by day and the neceseary red lights and fences by night, and to perform

the work in all respects according to the true intent of the plans and specifications, and according to the directions of the Engineer. The right to reject any and all bids is reserved.

S. H. SHEARER, City Civil Engineer.

OFFICE OF CITY CIVIL ENGINEER, INDIANAPOLIS, April 28th, 1885. Notice is hereby given that sealed proposals will be received by the Common Council of the city of Indianapolis on Monday evening, May 18th, 1885. as follows, to-wit:

Notice to Contractors.

No. 18.-(8. O. 83, 1884). For grading and paving with brick the sidewalks of Coburn street, from East street to Virginia avenue.

That east sidewalks of Coburn street, from Fast street to Virginia avenue, be graded, according to stakes set by the City Civil Engineer, on the original grade of said street, and seven (7) feet of the inner portion thereof paved with the best quality of smooth, hard-burned paving brick, placed upon eight (8) inches of sand; brick to be thoroughly rammed and left uncovered until approved by the Engineer, when the same to be covered with a half-inch coat of screened saug. Curb to be formed as the sides and ends of said pavement by placing brick on their longest edge. All work to be done to the entire satisfaction of the City Civil Engineer,

No. 19.-(S. O. 2, 1885.) For grading and paving with brick the sidewalks of Greer streat, from Mc-Carry street to Buchanan street. That the sidewalks of Greer street, from McCarty street to Euchanan street, be graded according to stakes set by the City Civil Engineer, on the original grade of said street, and six (6) feet of the inner portion thereof paved with the best quality of smooth, hard burned paving brick placed upon eight (8) inches of sand, brick to be thoroughly settled with a paver's rammer and plank, and left uncovered until approved by the En-

gineer, and finished by a half-inch coat of screened sand: curb to be formed at the sides of said pavement by placing brick on longest edge.
All work to be done according to plans on file in the office of the City Civil Engineer, and to his

entire satisfaction. No 20.-(8, O. 11, 1885.) For grading and gravel ing Hanway street, and the sidewalks from Madison avenue to the J., M. and I. Rathroid Tracks. That Hanway street and sidewalks, from Madison avenue to the J., M. and L. Railroad Tracks, be graded according to stakes set by the Chy Civil Engineer, on the following grade, to-wit: Beginning at the west line of Madison avenue, and running to station 1, on a descending grade of 2 feet the cutting. At street or a lev crossings to be | per hundred feet, thence to station 4, on a descendbridged the banks will have no slope, ing crade of .75 a foot per hundred feet, but will be left, or filled in behind thence to section 4, plus 25 feet, the east line of the J., M. and I. Tracks, on an ascend inggrade of 11.10 per hundred feet, and the road way graveled to a width of twenty (20) feet, and to a depth to filteen (15) inches in the center, sloping to five (5) inches at the sides, with the best quality of raked White hiver gravel. The sidewalks to be graveled to a width of six (6) feet and tight (8) inches, and to a depth of eight (8) in ches with good river, creek or bank gravel. The J., M. and I.R. R. Co are hereby directed to

procure and lay, at their own expense, the necessary amount of akron sewer pipe, to carry the water under or through their grade, from the east line of their right of way to the west line thereof, or as far as in the opinion of the City Civil Engineer it may be necessary.

No. 21.-(S. O. 16, 1885). For grading and graveling the first alley north of Washington

street, from State street to the first alley east of Arsenal avenue. That the first alley north of Washington street, from State street to the first alley east of Arsena avenue, be graded according to stakes set by the Chy Civil Engineer, on the following grade, to wit: Beginning at the first alley east of Arsenal avenue and running to station 2 on an ascending grade of 2.5 per hundred teet, thence to station 4, plus 40 feet, on a descending grade of .40 of a foot per hundred feet, thence to station b plus 67 feet. State street, on an ascending grade of 1.07 per hundred feet, and graveled full width, to a depth of ten (10) inches, with the best quality of raked river or Fall Creek gravel. All work to be done to the entire satisfaction of

the City Civil Engineer. No. 22-(8, O. 17, 1885). For grading and graveling the first aliey east of Arsenal avenue, from Market street to Arsenal avenue. That the first alley east of Arsenal avenue, from Market street to Arsenal avenue, be graded according to stakes set by the City Civil Engineer, on the following grade, to-wit: Beginning at Market street and running to staton 2 plus 16 feet, on an ascending grade of 1.75 feet per hundred feet, thence to station 3 plus 72 feet, Arsenal avenue. on a descending grade of 1.10 feet per hundred feet, and graveled to its full width, to a depth of

ten (10) inches, with the best quality of raked river or Fall Creek gravel. All work to be done to the entire satisfaction of the City Civil Engineer. No. 23.-(S. O. 11. 1885). For grading and paying with brick (where not already done) the side-

waiks of Dougherty street, from East street to

Virginia avenue That the sidewalks of Dougherty street, from East street to Virginia avenue, be graded according to stakes set by the City Civil Engineer. on the original grade of said street, and six (6) feet of the inner portion thereof paved with the best quality of smooth, bard-burned paving brick, placed upon eight (8) inches of sand, brick to be thoroughly settled with a paver's rammer and plank, and left uncovered until approved by the Engineer, and finished with a half inch coat of screened sand, curb to be formed at sides and ends of said pavement by placing brick on longest edge.
All work to be done to the entire satisfaction of

the City Civil Engineer.

(S. O. 22, 1855). For Grading and gravel ing Wright street and sidewalks, from Coburn street to Sanders street. That Wright street and sidewalks, from Coburn street to Sanders street, be graded according to stakes set by the City Civil Engineer on the following grade, to-wit: Beginning at station zero, the south line of Coburn street, and running to station 4, plus 40 feet, the south line of Sanders street, on a descending grade of .30 of a foot per hundred feet, and the roadway graveled to a width of thirty (30) feet and to a depth of fifteen (15) inches in the center, sloping to five (5) inches at the sides, with the best quality of raked river or creek gravel, and the sidewalks graveled to a width of ten (10) feet and to a depth of eight (8) inches, with the best quality of river or creek

All work to be done according to above specifications, and to the entire, satisfaction of the City Civil Engineer.

No. 25-(S. O. 27, 1885). For grading, bowldering and curping guiters of Park avenue, and paving with brick the sidewalks thereof, from Lincoln avenue to Eighth street.

frem Lincoin avenue to Eighth street, be graded according to stakes set by the City Civil Engineer, on the original grade of said street, and the gutters bewidered to a width of seven (7) feet with the best quality of bowiders, placed upon twelve (12) inches of sand, no bowlders to be used whose longest diameter's greater than ten (19) nor less than four (1) mehes, bewiders to be rammed three times and left uncovered until approved by the Engineer, and finished with a half-inch coat of sand, and the outer edges o the sidewaiis curbed with the best quality of lime-stone, not less than four [4] feet in length. eighteen [18] inches wide and four [4] 'neces thick; curb to be set on six [6] inches of sand, and FIX [6] feet of the inner portion of the sidewalk paved with the best quality of smooth, hardburned paving brics, placed upon eight [8] inches of sand, curb to be formed at sides and ends of said pavement by placing brick on longest edge, brick to be thoroughly settled with paver's remmer and plank, and left unrovered until approved by the Engineer, and finished with a balf-inch coat of screened sand.

All work to be done to the entire satisfaction of the Chy Civil Engineer. Also provided that stone crossings shall be laid at all street and alley crossings on the line of said proposed improvement. The Common Council and Board of Aldermen reserve the right to reject any and all bids for the above work. Price of bid must be written out in full and no erasures made

S. B. SHEARER, City Civil Engineer.

I have a positive remedy for the above disease; by its us thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy that I will send TWO BOTTLES FREE, together with a VAL UABLE TREATISE on this disease, to any sufferer. Give ex-

RAILWAY TIME TABLE.

Went into effect Wednesday, April 12, 1885. TRAINS BON BY CENTRAL STANDARD TIME, effersonville, Madison and Indianapolis Bouthern Ex.d'y 4:10 am Ind. & M. Mail... 9:45 am Ind. & M. Mail... 9:45 am Ind. & Chi. Ex...10:45 am Ind. & M. Mail... 8:50 pm N.Y.& N.Fl. Ex.. 7:00 pm Louisv. Ac., d'y. 6:45 pm St. L. & C. F. L...10:45 pm For tickets and full information call at ticket

office Penn. Lines, northeast corner Weshington and Illinois streets, or Union Depot Ticket Office. Vandalla Line. Terre Haute Ac., 4:00 pm New York Ex..... 4:15 pm Pacific Ex., d'y..10:45 pm N Y. Limited..... 5:25 pm Ind & 8. Bend ex 7:10 am 8. Bend & Ind ex.10.55 am Ind. & 8. Bend ex 5:10 pm 8. Bend & Ind ex. 6:42 pm For tickets and full information call at ticket

office Penn, Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office, Unati, Indianapone, Lou s van oni-

part-Cincinnati and Florida Fast Line, daily, s. and c. c Cln., Rushville and Col. Acc11:15 mm Oin, and Louisville Mail, p. c 5:45 pm .. 4:55 pm

CINCINNATI DIVISION.

daily, s. and c. c10:45 pm CHICAGO DIVISION Depart-Chicago and Rock Island Ex 7:10 s.m Chicago Mail, p. C12:10 pus Western Express. . 5:10 pm

Chicago, Peoria and Burlington Arrive -C. and L. Fast Line, d'y, c. c., s... 3:85 am Lafayette Acc. 10:55 am Cinn, and Louisville Mail, p. c... 8:30 pm Cincinnati Acc The time via C., I. St. L. and C. and L. E. and W. BS follows: Leave Inda'polis 5:66 pm Ar. India'polis 10:40 am Arrive Lafayette 7:25 pm Lv. Lafayette... 8:05 am Arrive Bloom'th 12:10 am Lv. Bloom'th 2:55 am

For map, time tables, rates of fare, and all in-formation apply at Ticket Office, 186 South Ill-inois street, and Union Depot Ticket Office. Chicago, St. Louis and Pittsburg.

(PAN-HANDLE AND PRINSYLVANIA LINE.) Depart, Arrive. New York, Philadelp's, Washington, Baitimore, Pirtsburg, and Columbus Express ... " 4:30 a.m. ** 11:45 a.m) Dayton &Columbus Ex ** 11:10 s.m. ** 4:35 p.m. Richmond Accommodation 4:00 p.m. *** 9:40 s.m. New York, Philadelp's.

Washington, Baltimore, Pittsburg, Co. lumbus & Dayton Ex * H 4:35 p.m. ** 10:10 p.m. 00 5.2) p.m. 98 8;00 8.Dh CHICAGO DIVISION, VIA KOKOMO. Louisville and Chicago

* 11:00 D.m. * 4:00 m.TA. Fast Express ... *Daily. **Daily except Eunday. 8 Sleeping car. For tickets and full information call at ticket

office Penn. Lines, northeast corner Washington and Hitnois streets, or Union Depot Ticket Office. Wabash, St. Louis and Pacifiic Railway. Det. & Chi, Mail, 7:15am Det. Ex., 8....... 8:00am

Ticket Office, 29 So. Ill. st. or Union Depot Ticket Indianapolis and Vincennas.

Ml. & Cairo Ex... 8:15am Vincennes Ac.....10:40am Vincennes Ac. ... 4:00pm Ml. & Cairo Ex... 6:30pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Cincinnati, Bamilton and Indianapolis. Depart Cin., Day & Tol., 4:00am Connersv, Acc. .. 8 30am C., D., T. & N.Y...10:45am Cin., P. & St. L....11:50am Connersy, Acc 4:25pm Cin, Acc 5:06pm C., D., T. & N.Y., 6:Sopm Cin., P. & St. L. ... 10:40pm indiana, Bloomington and Western.

PEORIA DIVISION, Pacific Ex & Mail 7:25sm E.&S, Ex.r.r. a dy 3:50am E. &T, F. Line r. c 5:07pm Cincin. Spec, r.c.11:05am B&R.I.Ex. d,s,r,c11:10pm Atlantic Ex&M ... 6:30pm EASTERN DIVISION.

E'nEx.r.c., s 'ld... 4:20am PacificEx.r.c. dly 6:55am Day Ex...... 11:45am Western Ex...... 4:45pm Atl'c Extr.c.,dly. 7:10pm B.aB., De.ar.c.d.10:85pm For tickets and full information call at the New Ticket Office, No. 138 South Illinois street or at the Union Depot Ticket Office, S, indicates sleeper; r. c., reclining cars. Indiapapolis, Decatur and Springfield. Mail & Day Ex.... 7:00am Mail & Day Ex...12:00 rs

Local & Day Ex., 5:30pm Local & Day Ex., 6:15pm Chicago Short Line Division.) Frankfort Acc 6:00pm Indianap'lis M'l.. 3:15am Chicago Ng't E.s.11:20pm Ind. Ng't Ex. d.s. 8:85am C. & M. City M 1.12:45pm Indianapolis Ac.10:00am

For tickets and information, call at Union Depot and 26 South Plinois street. Indianapolis and St. Louis. Day Express rs... 7:10 am N. Y. & B. Ex. ... 8:45 am Paris Express 3:50 pm Local Pass 9:50 am B. & St. L. Ex... 6:25 pm Ind'apolis Ex.... 8:60 pm N. Y. & St. L. Ex11:80 pm Day Express..... 6:25 pm

For tickets and all information call at city office No. 2 Bates House Block, Union Depot and Masse. chusetts Avenue Depot. Cleveland, Columbus, Cincinnati and Indianapolis. Depart. N, Y. & Bo. Ex... 4:00 am L. N O & St L Ex 6:40 am

D. S. & N. Y. Ex. 10:10 am W. Ft. W. & M Ex. 10:45 am And. & Mich Ex.11:15 am B. Har, & A. Ex. 2:20 pre W.Ft.W. & M.Ex 5:55 pm B. Ind. & So Ex. 6:00 pm N. Y. & B. Ex. ... 7:15 pm N. Y. & S. L. Ex 11:15 pm ERIGHTWOOD DIVISION. Depart. 4:00 am 2:30 pm 6:40am 4:55 pm

5:15 am..... 8:30 pm | 10:45am... . 5:25 pm 5:55 pm 2:20pm........... 7:15 pm 8:25pm. 10:10 am... 11:15 am.... For all information, rates, maps, time tables, etc., call at the Union Ticket Office, Bates House corner, Massachusetts Ayenue Depot or at the

STATE RAILWAY TIME TABLE.

Evansville and Terre Haute Bailroad. |Via Vandalia Line. | Lve-Indianapolis. 17:15 am P11:55 am P810:45 pm Terre Haute. 10:40 am 3:00 pm 3:20 am Arr-Evansville.... 4:00 pm 7:05 pm 7:10 am Lve-Evansville.... 6:05 am °P10:30 am °s 8:15 pm Arr-Terre Haute., 10:00 am 2:17 pm 11:59 pm Indianapolis. 3:30 pm 4:40 pm 3:50 am * Daily. † Daily except Sunday. P Parlor car.

Evansville and Terre Haute Railroad. [Via I. and St. L. Railway.] Lve-Indianapolis. | 17:10 am Terre Haute., 10:40 am P 8:00 pm s 3:20 am Arr-Evansville 4:00 pm 7:05 pm 7:10 am Lve-Evansville..... 16:05 am Pri0:30 am 8 8:15 pm Arr-Terre Haute., 10:00 am P 2:17 pm 8 11:59 pm Indianapolis 8:15 pm 6:25 pm 3:45 am

Eel River. Locansport.... 7:80 pm 7:00 am 7:10 pm 1:00 pm Denver I. P. & C. Crossing. 9:00 pm 7:58 am 6:28 pm 11:83 am

Columbia City 11:31 pm 9:45 am 4:48 pm 9:12 am Auburn Junc. 1:12 pm 10:50 pm 8:25 pm 7:25 am ARRIVE. LEAVE. 2:00 am 11:30 am 2:45 pm 6:30 am Logansport, Crawfordsv le and Bouthwestern-Vandalia Line.

a. m. p. m. 7:00 8:00 dep...,...Logansport... ...ar 11:30 9:20 8. m. p. m. 8:55 4:55 dep..Colf x via I. C.& L.ar 8:40 6:50 0:40 6:35 ar.....Indianapolis.....dep 7:00 5:20 9:52 5:45 ar....Crawfordsville...dep 8:44 8:13 2:05 8:00 ar Terre Haute dep 6:40 4:02

Fort Wayne, Cincinnett and Louisville. (Leave Indianapolis via Eee Line.)

p. m. 11:15 6:00 pm | Ar, Ind'napolis Lv. 4:00 10:10 am 9:23 8:57 pm " ... Muncle ... " 6:00 1:15 pm 7:41 12:58 pm " ... Hartford ... " 6:37 2:00 pm 6:50 12:03 pm " ... Bluffton ... " 7:50 2:58 pm 5:50 11:00 am Lv. Fort Wayne Ar 8:80 4:00 pm Direct connection at Fort Wayne with L. S. and M. S. trains for all points north and east. Cincinnati, Wabash and Michigan, via Bea

Line. Ind & Gr R Fx... 4:15 am Wab & Ind Ex....11:05 am Mich & So B Ex..11:00 am Cin & Ind Ex..... 2:30 pm Wabash Ex...... 6:10 pm Ind & 8t L Ex.....11:10 pm Wabash Railway. From Lafayette Junction, connecting with I., O.

Express, east...... 2:40 am | 8:05 am | 4:00 pus